

# TRIPLE DECKER CAR TO SOLVE TRANSIT PROBLEM

Even Extensive Expansion of Subway System Now Under Way Will Prove Inadequate Within Twelve Years—Double Decker Cars Already Successfully Used—Story More Would Increase Present Traffic Capacity 100 Per Cent.

THREE hundred million dollars is to be spent to improve the conditions in New York city for a period of ten years. That is the length of time that the contemplated expansion will prove of benefit. A conservative estimate of population increase and not by any means pessimistic prediction is the basis for declaring that a decade of increased efficiency will see the systems approximate the capacity limit again.

Within five years after the present subway system opened with a great flourish of trumpets as the current of the then "rapid transit" metropolis passengers were again jammed in cars like sardines. This was over three years ago, the first subway having opened late in 1907. By the year 1913 this experience will be repeated because the extension and expansion of the greatest system is limited to the same degree of efficiency increase as attended the planning of the original subway.

It is a more matter of applying the additional current necessary to carry the greater load. Three locomotives are often used on steam roads to help pull a heavy load over a mountain ascent or even on level stretches where trains are unusually long and carrying to their full capacity. There are many minor difficulties that will be suggested and these will be taken up after it is demonstrated that the triple-decker car and triple-tiered station platform, aside from their novelty, are the logical solution of traffic congestion troubles in this and every other city of any magnitude.

As a necessity of this demonstration let us consider this: There should be a definite ratio established between a city's daily travelling population and the transportation efficiency of the city's carriers in total.

Once it has been agreed that a given amount of travelling population requires a given number of cars operated on a certain given roadway and at a given

speed cannot be made as is made now. It is a more matter of applying the additional current necessary to carry the greater load. Three locomotives are often used on steam roads to help pull a heavy load over a mountain ascent or even on level stretches where trains are unusually long and carrying to their full capacity. There are many minor difficulties that will be suggested and these will be taken up after it is demonstrated that the triple-decker car and triple-tiered station platform, aside from their novelty, are the logical solution of traffic congestion troubles in this and every other city of any magnitude.

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Now every so often in this district up goes another skyscraper. Then completed and offices rented it brings another 1,000 to 2,000 additional travelling population to this packed and jammed section. They go to work and out work simultaneously with the hundreds of thousands of others already travelling to and from the district every day. Does or can the city's transportation system, in the manner constructed and operated at present, provide for this big influx of traffic that requires immediate handling? It cannot. It is already full to the seat and strap capacity and then full a little more. And hardly does it finish admitting its helplessness when up goes another skyscraper and along come 1,000 to 2,000 more to be carried daily into and out of the congested district.

Just at this point a page from the downtown real estate system's book reveals a solution of the railway problem. Land in the skyscraper district is as crowded and jammed and packed on the surface as the cars of transportation

The present subway cars are 51 feet 2 inches over all in length and 8 feet 7 inches in width. Each of the metal cars is provided with from forty-eight to fifty-two seats. The cars are as long as the curvature of the tracks will admit and as wide at the top as the clearance in critical curves will allow. A conductor and a guard are necessary to man three cars and an additional guard for every car added in making up a train.

Each of the triple-decker cars will be equipped with two ladders for accident or emergency use. Should a block occur in a subway the trainmen can place these ladders from the top deck to the ground and down them passengers can come. But this is only in cases similar to where passengers of the present subway system are permitted to disembark from a car between stations because of an accident. The present subway cars, it will be noted, have no steps to descend when a car is not at a station. The height from the ground is four feet at least.

For street surface use or suburban use where it is not desired to build a three-tiered station the triple-decker cars can be provided with stairways from one deck to another. It will take up some room, but the gain of space because of the three stories will more than make up for this.

Motormen, conductors and guards may be stationed on the lowest or highest of the three decks of their car. Door opening mechanism now in operation in other cities will swing doors much more easily than in the present subway system, and by means of the electric attachment that notifies the motorman that all doors of all cars on the train are closed, likewise the closing of all doors on a single car may be signalled to trainmen in such car. The signals from one car to another will also be electric instead of by bell cord.

The initial expense of the first cars is what will make the innovation appear out of economical bounds. After that, however, the difference in cost of running is by no means an item of great magnitude.

It may be pointed out that to build on three tiers and have single-decker cars run on each tier would attain the same ends. So it would; but if you thought the excavations for three-decker cars and the compact tiered stations were expensive, what would an excavation cost for three tiers on which single-decker cars could be run? Far in excess of the first plan both in the digging and in the operation.

When the term double track is used it is intended to convey the idea that four steel rails are employed. To duplicate a double track would mean to parallel it with four more steel rails, making it then in parlance a quadruple track. It is in this sense that the present height of car at the different levels below the surface of the ground would equal the serviceability of the triple-decker car, but the number of men necessary to man the cars would of course be three times as many as now employed. With the triple-decker only one motorman would be needed and very likely after the installation of the electric door closing signals only the same number of men as are needed now on trains of the ordinary height of car.

Summed up, it is whether or not the public and the city official and the publicist are looking for a sufficiently broad and energetic demand that New York transportation systems shall be for a generation and not for a decade. Are they not willing to champion the construction of a system that is built 25 per cent. for the present and 75 per cent. for the future? Public spirited men are more than likely to favor that plan, while providing for this year's needs will also provide for many years to come.

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## Fifth Avenue double-decker stages? Anything absurdly wrong with them? As to triple-tiered station platforms, examine the new Grand Central Station, where express trains arrive and depart on tier below the street and the suburban trains on tier below the express trains. At Thirty-fourth street and Fourth Avenue there are no less than five levels, one above the other, on which transportation systems are operated.

At this point there are no less than four levels, one above the other, on each of which transportation systems are now operated or soon will be. The lowest level of the four is the Belmont tunnel. On the next level above is the Hudson and Manhattan tunnel. Above this is the present subway, and finally above this is the street surface over which trolley cars pass. This shows the possibility and utility of the tier system. The express and suburban train levels in the Grand Central illustrate what station arrangements could be made for double-decker cars now and triple-decker if built.

The triple-decker car can be constructed with the end and centre doors the same as used on the ordinary subway cars. Drawings and specifications of cars containing many mechanical details were submitted to the Public Service Commission by a special consulting engineer five years ago and their adoption recommended. In the specifications it was pointed out that multiple door cars are used successfully in the West and that by means of an ingenious electrical attachment the motorman receives the signal to start the instant every door of the train is closed and not before. Adopting this attachment will make safe the entire train of double coaches start, thus insuring safety at this very important stage of transit.

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## PUBLIC TAKES SIDES WITH THE RAILROADS

Newspapers Change Attitude and See Need of Higher Rates.

### FACE NEW CONDITIONS

#### "Railway Age Gazette" Points to Revised Editorial Opinions.

The great change in the attitude of the public toward the railroads is a matter of strong comment in the current issue of the *Railway Age Gazette*. When the railroads sought to advance their rates in 1908 and again in 1910 they were severely criticised by many of the newspapers. When the roads recently asked for permission to increase rates 5 per cent. in Eastern territory there was a marked change in the public attitude.

Newspapers which denounced the railway managements now frankly concede that in recent years most of the railway managements have been doing their best to give good service and economical administration. Publications which formerly flatly opposed any advance in rates as being unnecessary and unwarranted now frankly concede that the situation has entirely changed and the railroads are justified in their new rates.

There follows a number of editorial opinions gathered by the trade paper: Philadelphia *Public Ledger*: "When the Interstate Commerce Commission takes up this freight rate request it is bound to give respect of national feeling to consider it in the most favorable way. The position of buying railroads has ceased to be popular, because it is too dangerous. The commission has been taking a very different service by dealing justly with the railroads without any unnecessary delay."

Chicago *Tribune*: "The resort of the *Prisco* and the *Chicago* and *Eastern* Illinois railroads to the Interstate Commerce Commission is not to be interpreted as significant of railway conditions in general, emphasizes the heavy pressure under which railway managements have been raising a voice of protest and warning. This has had thus far a less serious effect upon the general business situation than might have been expected, but it is too soon to say whether the country's vital interest in ample and efficient transportation does not demand some prompt relief of conditions making for the extreme conservatism referred to. This relief, it would seem, must come if at all in the form of a reasonable, but sufficient advance of freight rates."

Boston *Post*: "For three years railway expenses have been quite steadily increasing in a ratio greater than the increase in revenue. Advance in wages recently secured by firemen and engineers will further increase the operating expenses. We do not think it should be the policy of the Government that the roads are never under any circumstances to be granted an increase in rates. They are entitled to an impartial judgment on the facts, and we have no doubt they will get it."

Philadelphia *Bulletin*: "The railroads of the country is not in a condition to stand further increases of expenses without being granted a right to additional earnings. Fair orders for fuel were to be a bit for the increased pay to employees, and we believe it is perfectly well justified."

Joseph (Mo.) *Gazette*: "Restrictive conditions have been overruled in some States. Railroad expansion is most completely at a standstill. Let us take stock of the results of the restrictive and hampering legislation we have subjected the railroads to for generations and see if it is not barely possible that we have overdone it."

Springfield (Mass.) *Republican*: "Much has been made of the claim that greater efficiency in running railroads would increase their revenues, but unless we are to assume the grossest kind of laxness hitherto, this alone would not produce earnings sufficient for the emergency. We are justified in regulating railroads to death. The railroads are likely to find the Interstate Commerce Commission much more favorably disposed than once toward some measure of relief."

"The change in the attitude of the public," comments the *Railway Age Gazette*, "has been brought about, first, by more direct and efficient management of railroads, and second, by the policy followed by the railroads in recent years of frankly and squarely meeting in public discussion every issue affecting them that has been raised."

### STEEL TONNAGE DECREASE

Falling Off of About 500,000 Tons Expected—Wire Prices Lower.

The United States Steel Corporation's monthly tonnage figures for May, to be published at noon on Tuesday, are expected to show a decrease of about 500,000 tons. This compares with 490,000 tons in April. The total for the first five months of the year will mean that the Steel Corporation will have under 2,500,000 tons of business left on the books, compared with 2,500,000 on December 31. However, the total left will be sufficient to provide for production at full capacity for several months in all lines and for eight to twelve months for the production of steel orders show no increase over the present rate, but business has been booked about the same volume so far in June as in May, which will mean another large decrease in unfilled orders for the month unless there is an improvement in business during the next three weeks.

The first reduction by the larger companies in steel prices was made in the last week when most wire and wire products were marked down 1 1/2 to 2 cents. This reduction, however, was not considered a sign of weakness as there had been an advance of the same amount in steel wire prices in a few weeks before. Consumers found the advance was more than they could pay, but better orders are expected to follow at the lower level. The rest of the more important steel products are quoted at close to the last base prices for the year, with premiums, however, mostly reduced to a low margin above the base price or no longer in force. While no further lowering of quotations is looked for in the next month or two, there are some steel makers who predict that lower prices may result if there is no improvement in new business by midsummer.

Production of steel continues at a record pace, with the output at present close to the best mark that has been set in the history of the industry. Deliveries have been made almost as fast as the orders are turned out, with the result that earnings for the current quarter are expected to be better than for the first period of the year.

Railroad buying has been in only moderate volume. In view of the present financial uncertainty, the lower value of railroad and other securities, and the uncertainty regarding the future of business if the new tariff laws are passed, only such commodity orders as are absolutely necessary, as a general rule, have

been placed. The outlook for large crops in the fall has not forced any increase in buying of cars and locomotives, although there are many roads which have not sufficient equipment to satisfactorily handle a big increase in traffic which would certainly result from another crop above the average volume.

Some authorities think that there will be substantial improvement in the buying of iron during the next few weeks. However, many consumers have waited as long as they can, according to report, and will have to buy iron very soon because of the depletion of their supplies. Stocks in the hands of users and makers alike are supposed to be quite small.

The output of iron in recent months and for the past three years is shown by the following table (tons):

	1913	1912	1911	1910
January	2,280,000	2,000,000	1,750,000	1,500,000
February	2,350,000	2,100,000	1,750,000	1,500,000
March	2,700,000	2,400,000	2,111,111	1,811,111
April	2,750,000	2,400,000	2,111,111	1,811,111
May	2,820,000	2,512,222	2,000,000	1,750,000
June	2,810,000	2,512,222	2,000,000	1,750,000
July	2,810,000	2,512,222	2,000,000	1,750,000
August	2,810,000	2,512,222	2,000,000	1,750,000
September	2,810,000	2,512,222	2,000,000	1,750,000
October	2,810,000	2,512,222	2,000,000	1,750,000
November	2,810,000	2,512,222	2,000,000	1,750,000
December	2,810,000	2,512,222	2,000,000	1,750,000

### COPPER TOUCHES 15 CENTS.

Copper Statement to-Morrow Expected to Show Big Decrease.

Copper metal sagged to 15 cents a pound in New York during the last week as a result of extreme dullness. Sales, said to be the lowest since 1908, were 150,000 pounds. Producers' quotations held at 15 1/2 cents, but they were purely nominal. The producers were free to admit that there was absolutely no market for the metal at the moment, due chiefly to unsettled financial conditions the world over. They pointed out that consumption has shown no abatement and may be considered in every way up to production. The uncertainty over copper of course exists as to future orders for finished material. If railroads continue to find it extremely hard to raise new money they will be forced to abandon temporarily at least proposed improvements, such as electrification, which of course would not be so great in the near future as has been anticipated.

Abroad manufacturers are understood to be busy, but they have been making no purchases of the metal during the last week. Producers are confident, as indicated by their recent exports, to last them for many weeks.

To-morrow the Copper Producers Association meets at noon, at which time the statement of refinery operations will be announced. Estimates made for this year were unanimous that a decrease in surplus stocks as of June 1 would be shown. As to amount, however, there was difference of opinion. One large producer looked for a 10,000,000 pound decrease, while another expressed the opinion that the falling off might run up to 20,000,000 pounds.

The statement will compare with the following figures, which have been reduced to tons:

	1913	1912	1911	1910
Produce	2,280,000	2,000,000	1,750,000	1,500,000
Consumption	2,280,000	2,000,000	1,750,000	1,500,000
Exports	2,280,000	2,000,000	1,750,000	1,500,000
Imports	2,280,000	2,000,000	1,750,000	1,500,000
Stocks	2,280,000	2,000,000	1,750,000	1,500,000
Balance	2,280,000	2,000,000	1,750,000	1,500,000

Advice received from Merton yesterday stated that inquiry from consumers had been unusually quiet and transactions in refined copper were all done by dealers at concessions. First hands continued to quote at 17 1/2 cents, claiming to be well sold. The market for refined copper was placed by English railways and 2,500 tons of telegraph wire were taken by French manufacturers for the postal department of France.

Some of the leading producers reported their May output as follows, in comparison with the preceding month (in pounds):

	May	April
Anacosta	2,280,000	2,000,000
Copper Queen	2,280,000	2,000,000
Detrol	2,280,000	2,000,000
Manhattan	2,280,000	2,000,000

### DAIRY PRODUCTS MARKET.

BUTTER—Receipts for the week 12,150 packages, compared with 11,030 last week and 12,120 the same week last year. The receipts for May are 512,567 packages, compared with 588,404 packages last year. While Saturday is a short day, what trade was done was at 27 1/2 cents, a rule, although some lots of extra cream butter were placed at 27 1/2 cents. Even at the lower price receivers' outlets are being filled to the limit. West to get the stock. Under grades of butter are being sold at 25 1/2 cents. Cream butter is being sold at 27 1/2 cents. The market is unchanged. Creamery butter, 27 1/2 cents. Factory butter, 27 1/2 cents. Packing stock, 27 1/2 cents.

EGGS—Short day made trading light. Receipts for the week 1,100 cases, compared with 1,100 last week and 1,100 the same week last year. The receipts for May are 512,567 packages, compared with 588,404 packages last year. While Saturday is a short day, what trade was done was at 27 1/2 cents, a rule, although some lots of extra cream butter were placed at 27 1/2 cents. Even at the lower price receivers' outlets are being filled to the limit. West to get the stock. Under grades of butter are being sold at 25 1/2 cents. Cream butter is being sold at 27 1/2 cents. The market is unchanged. Creamery butter, 27 1/2 cents. Factory butter, 27 1/2 cents. Packing stock, 27 1/2 cents.

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